Building BOMBS

AOs of USS Constellation (CV 64)

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All HANDS

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FLY NAVY

Aviation Moves Into A New Era

Joint Strike Fighter Poster Enclosed

100 YEARS OF FLIGHT 1903 2003

[Number 1032] All Hands

April

[On the Front Cover]
An aviation boatswain's mate guides an F/A-18F ***Super Hornet*** into position over one of four steam-driven catapults on the flight deck of **USS *Nimitz* (CVN 68)**.

Photo by AA Mark Rebilas

[Next Month]
All Hands goes to the Gulf to meet the Navy's sea lions and spends some time with our Seabees in our area of responsibility. We also stopped to see what the Seabees were doing in Palau.

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16 Building Bombs

It all begins deep in the bowels of the **USS *Constellation* (CV 64)** where highly trained aviation ordnancemen bring together a few parts — the body, the tail and the fusing — and begin to assemble a bomb.

Photo by PH2 James McNeil

15 Feel the Sting

The maintenance department of any aviation squadron is responsible for ensuring pilots' safety by checking and rechecking the way everything is supposed to work. It's these Sailors, on the flight line every day, who are responsible for $30 million jets and the lives of the pilots who fly them.

22 Safety, Dependability & Courtesy

It's just another busy day for **Aviation Machinist's Mate 1st Class (AW/NAC) Michael Marsicano** and the nearly 300 Sailors assigned to **Fleet Logistic Support Squadron (VRC) 40** as they provide Carrier Onboard delivery services to the Navy's Atlantic Fleet.

Photo by JO1 Preston Keres

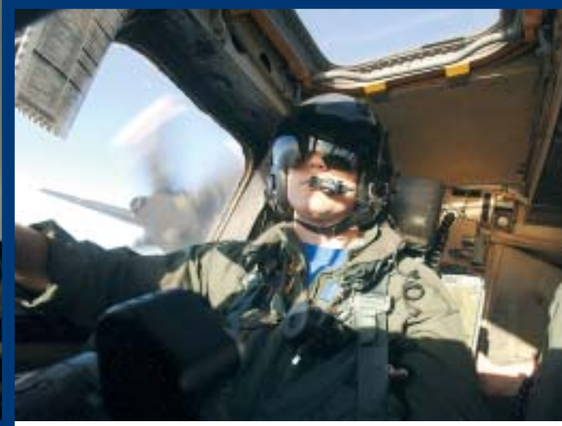

Photo by PH3 Christopher Stoltz

34 Providing for the Fleet

Their mission includes everything from ferrying special forces to delivering mail to Sailors who are operating in the furthest reaches from American soil. Though rarely in the spotlight, the "Providers" of **Helicopter Squadron (HC) 5** play a valuable role in the world's most powerful fighting machine – the U.S. Navy.

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Photo by PH2 Bob Houlihan

On Target

Photo by JOC Alan Baribeau

The ***Arleigh Burke*-class** guided-missile destroyer **USS *Donald Cook* (DDG 75)** launches ***Tomahawk*** Land Attack Missiles (TLAM) at military targets in Iraq. ***Donald Cook*** is operating in the Red Sea in support of **Operation *Iraqi Freedom*.**

Steam Heat

Photo by PHAN Chris M. Valdez

A catapult crew member aboard **USS *Carl Vinson* (CVN 70)** communicates with flight deck personnel while preparing an **EA-6B *Prowler*** assigned to the "Yellowjackets" of **Tactical Electronic Warfare Squadron (VAQ) 138** for a steam catapult launch aboard the carrier.

Speaking with Sailors

Master Chief Petty Officer of the Navy
MCPON (SS/AW) Terry D. Scott

This is from an All Hands call on MCPON Scott's recent visit to Mayport, Fla.

Q: How long do you expect the "Perform to Serve" program to be in effect?

A: The **Perform to Serve** program is not just a 'quick fix' to a temporary problem. I don't see this program as one that we just implement when we need it – but one that will always make sure we have the right number of Sailors where we need them.

Photo by JO1 Preston Keres

As long as there is a requirement to balance our force, ensuring we have the right number of Sailors in the areas where they're needed most, the **Perform to Serve** program will be the system we will use to balance out rating shortfalls and over-manning.

Right now we have some ratings that are extremely over-manned, where Sailors have little or no advancement opportunity. Meanwhile other ratings need more people and can offer greater advancement potential. The message is if you want to stay – we want to keep you! But we need you in the right place. And if you're in an over-manned rating, the right place may be in a different rating.

By centralizing reenlistment and extension authority, we will be able to shape the force by increasing the number of Sailors in undermanned ratings and reducing the number of Sailors in over-manned ratings. Sailors will benefit because of improved advancement opportunity in those currently over-manned ratings. And the Navy will benefit with a force that is better capable of fulfilling our mission.

If you are within a year and a half of the end of your first enlistment, now is the time to consider your career options. **Perform to Serve** will help us to keep quality Sailors by putting them in the right jobs. Talk with your LPO, Chief or command career counselor for more information.

Speaking with Sailors **is a monthly column initiated by the Master Chief Petty Officer of the Navy as a way of reaching out to the men and women of the fleet, whether they are stationed just down the road or halfway around the world.**

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ALL HANDS

Recipient of the following Awards of Magazine Excellence for 2000-2002:

Mail Call

Letters to the *All Hands* Editor

Editor,

I'm a 15-year-old student from Gelsenkirchen, Germany.

Last week **Lieutenant M. Amy Morrison** (Assistant Public Affairs Officer of **USS *Constellation***) sent me the ***All Hands*** magazines from November 2002 and January 2003.

Now I'm writing this E-mail to you, because I would like to tell you that these magazines are more than interesting. I like them very much! All the useful information ... it's fantastic!

Felix Horstmann
Longitude: 07° 34' 21" E
Latitude: 53° 23' 07" N

Editor,

As the 2nd Division Leading Petty Officer on board **USS *Portland* (LSD 37)**, I usually obtain a copy of *All Hands* from our PC2, and try to pass it around to my younger Sailors.

I think ***All Hands*** is an excellent way of keeping them informed and up to date with their Navy surroundings. I thoroughly enjoy reading ***All Hands***. I only have one complaint.

It seems as though I rarely see anything about the amphibious Navy. It is almost as if the media believes the Navy is solely comprised of submarines and aircraft carriers. I spent the first three years of my enlistment on **USS *Enterprise* (CVN 65)**, and had no idea what an amphibious ship was until I checked on board ***Portland***.

I would love to see an article about one of the amphibs, showing the rest of the Navy exactly what we bring to the table. We have been on deployment since the beginning of August 2002, with a 37-day stop in CONUS. During this time, we have done countless amphibious operations, many of which were with various South American navies, and on-loaded and off-loaded hundreds of thousands of pounds of USMC combat cargo.

We are also responsible for helicopter operations, anchoring, small boat operations, LCAC, LCU and AAV operations, underway replenishments and vertical replenishments with an extremely undermanned Deck Department.

I would like the Navy to be aware of the satisfaction that my four junior petty officers and four non-rated Seamen feel at the end of the day in the amphibious Navy.

EM1(SW) Jason Eliot Ogle
USS* Portland *(LSD 37)

Editor's Note: *Thank you for your letter. I hope our story on LCACs, in the February magazine started us out on the right foot for 2003. We'll look for other amphib-type stories as the year progresses.*

HIGH FLIGHT

Oh! I have slipped the surly bonds of Earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds, — and done a hundred things
You have not dreamed of — wheeled and soared and swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air. . . .

Up, up the long, delirious burning blue
I've topped the wind-swept heights with easy grace
Where never lark, or ever eagle flew —
And, while with silent, lifting mind I've trod
The high, untrespassed sanctity of space,
Put out my hand, and touched the face of God.

— John Gillespie Magee Jr.

John Gillespie Magee Jr. (1922-1941) — Magee was an American who joined the Royal Canadian Air Force before the United States entered World War II. He trained as a pilot in Canada and went on to fly Spitfires in the 412 Squadron in England. He was killed during a training flight over Lincolnshire on Dec. 11, 1941. He was 19 years old. Just three months before his death, Magee wrote "High Flight" on the back of a letter to his parents which stated: "I am enclosing a verse I wrote the other day. It started at 30,000 feet, and was finished soon after I landed." The original copy of the poem, an anthem for aviators around the world, is in the Library of Congress in Washington, D.C. A biography of young Magee, *High Flight: A World War II Story*, by Linda Granfield (Tundra Books, 1999) gives further details of his life and times and includes information based on interviews with Magee's family and fellow airmen.

U.S. Navy Ships Fire *Tomahawks* in Gulf

By order of President George W. Bush, four ships and two submarines currently assigned to the U.S. Navy's 5th Fleet launched *Tomahawk* Land Attack Missiles (TLAMs) March 19, as Operation *Iraqi Freedom* began.

The four ships are **USS *Donald Cook* (DDG 75)** and **USS *Cowpens* (CG 63)** in the Red Sea, along with **USS *Milius* (DDG 69)** and **USS *Bunker Hill* (CG 52)** in the Arabian Gulf.

USS *Cheyenne* (SSN 773) and **USS *Montpelier* (SSN 765)** were the submarines involved in the ***Tomahawk*** launches.

For related news, visit the Navy NewsStand online at **www.news.navy.mil.**

Story courtesy of U.S. Naval Forces Central Command and U.S. 5th Fleet Public Affairs

Photo by PH2 Richard Moore

A *Tomahawk* Land Attack Missile (TLAM) leaves the deck of the guided-missile cruiser **USS *Bunker Hill* (CG 52)** this morning toward military targets in Iraq. ***Bunker Hill*** is currently forward deployed to the Arabian Gulf in support of **Operation *Enduring Freedom***.

"Abe" Helps Start Operation Iraqi Freedom

In the early morning hours of March 20, the dispersal of U.S. Air Force F-117 bombers and missile launches from submarine and surface warships marked the opening scene of **Operation *Iraqi Freedom***.

With the attack, Sailors aboard **USS *Abraham Lincoln* (CVN 72)**, along with 250,000 other American troops, went to work on an operation that had changed talk and speculation to a definite reality.

"Operations to disarm Iraq have begun," said President George W. Bush in an address to the nation. "On my orders, coalition forces have begun striking selected targets of military importance to undermine Saddam Hussein's ability to wage war."

The president added another message for the quarter-of-a-million Sailors, Soldiers, Airmen and Marines deployed to the Arabian Gulf region.

"The peace of a troubled world and the hopes of an oppressed people now depend on you," he said. "That trust is well placed. The enemies you confront will soon know your skill and bravery. The people you liberate will witness the honorable and decent spirit of the American military."

Bush also spoke to the families and friends of the deployed troops. "Millions of Americans are praying with you for the safety of your loved ones and for the protection of the innocent. For your sacrifice, you have the gratitude and respect of the American people."

Lincoln Sailors seemed upbeat as they looked into the eyes of war.

"The morale in my shop went up," said **Aviation Electronics Technician 3rd Class Jose Maldonado**, a Sailor from Aircraft Intermediate Maintenance Department's (AIMD) IM3 Shop. "Everyone is motivated today."

He stressed crew members are not celebrating war, but instead are celebrating ***Abraham Lincoln*'s** legitimacy after serving eight months of an extended deployment.

"We know we're out here for a true reason now, and we're getting to do the job we came here to do," said **Maldonado**. "I e-mailed my sister today to tell her I was well," he said of his family in the United States. "I told her to turn on CNN (Cable News Network)."

"I told her about **CAPT (Kendall) Card** playing, "Proud to be an American," over the 1-MC this morning. I couldn't help but smile about that as I told her about it."

Maldonado said he is close with his mother and he looks forward to seeing her again. "I know she's worried," he said with a smile. "I keep telling her I'm doing fine."

Maldonado, on temporary duty from **USS *Dwight D. Eisenhower* (CVN 69)**, said he was glad he volunteered to join Abe's AIMD Department on this cruise. "I got my third class, a Battle "E," my EAWS (enlisted air warfare specialist), and with everything that is going on now, I've gotten more than I ever wanted."

Despite his position on an American warship, **Maldonado** has high hopes for the future of the Iraqi people. "I hope they will be free like we are," he said. "Hopefully, they will see the Americans that we are, and not the ones we're portrayed to be in the Middle East."

Only his fifth day on board, **Seaman Apprentice Curtis Blunck** said he is up for the challenge that lies ahead. In reference to the Gulf War of 1991, he stressed that action should be taken so we do not have to do it again 12 years from now.

"It gives me a good feeling," said **Blunck**. "It should give everyone here a good feeling."

Reflecting on America's latest conflict, he spoke of how he read about wars in history books, and how his service now will be recorded in history books to come. "Now I realize why all of the old people I know who served always love to tell stories," he said. "They have a lot of pride in what they did for their country. When we get out of here, I'll be proud, too."

The young Sailor knew his mother was very worried back home. **Blunck** is one of two sons currently deployed on ***Abraham Lincoln***. "I know there's not a day that goes by that she doesn't think about us," he said.

Though coalition forces may have missed their "leadership target" March 20, the battle had indeed begun.

For related news, visit **USS *Abraham Lincoln* (CVN 72)** Navy NewsStand page at **www.news.navy.mil/local/cvn72**.

Story by JOSN David Poe who is assigned to the public affairs office, USS **Abraham Lincoln** *(CVN 72)*

President Authorizes Two New Medals

A presidential executive order signed March 12 authorizes the Department of Defense to create two new military medals for service in the Global War on Terrorism (GWOT).

The GWOT Expeditionary Medal will recognize service members who participate in an expedition to combat terrorism on or after Sept. 11, 2001. This is limited to those who deploy as part of Operation Enduring Freedom.

The GWOT Service Medal will recognize service in military operations to combat terrorism on or after Sept. 11, 2001.

This is limited to Operation Noble Eagle and to those service members who provide support to Operation Enduring Freedom from outside the area of eligibility designated for the GWOT Expeditionary Medal.

The medals were recommended by Secretary of Defense Donald Rumsfeld, "in response to our nation's global efforts to suppress terrorism, and the significant contributions members of the Armed Forces bring to bear on the long-term resolution of this threat."

Specific eligibility for these medals will be established by DOD award policy. The combatant commander has the authority to award the medals for approved operations to units and personnel deployed within his or her theater.

Each service department will prescribe the appropriate regulations for processing and wearing of the medals.

Members of the U.S. Armed Forces and Coast Guard are eligible for the medals to include Reserve and National Guard activated to support approved operations. Civilians, foreign nationals and foreign military are not eligible.

It will take up to 12 months to produce and stock the medal in department supply systems.

Future authorization for these medals will be considered and approved by the chairman of the Joint Chiefs of Staff if the war on terrorism expands.

For more information on the GWOT Expeditionary Medal, visit **www.defenselink.mil/news/Mar2003/2003031134a.jpg** anf for more information on the the GWOT Service Medal, visit **www.defenselink.mil/news/Mar2003/2003031134b.jpg.**

Story courtesy of DOD

Shipmates

Yeoman 2nd Class (SW/AW) Darren J. Fallas was recently selected as Naval Education and Training Command (NETC) Staff Sailor of the Year (SOY) award for 2002. At NETC, Fallas served as a military service clerk in the command's administration office and was responsible for providing administrative support to more than 300 staff personnel daily. Fallas, who became a new father in October 2002, provided superior service to his command while working toward an associate's degree in administrative management.

Tarawa Participates in Opening Phase of the War

Sailors and Marines aboard the San Diego-based amphibious assault ship **USS *Tarawa* (LHA 1)** recently participated in the opening phase of **Operation *Iraqi Freedom*** in the North Arabian Gulf.

For the past several nights, **AV-8B *Harrier*** jump jets have been launching from ***Tarawa*'s** flight deck into the skies over Iraq. The ***Harrier*s** have been providing air support to coalition ground forces, including the 15th Marine Expeditionary

Around the Fleet

Photo by JOSN David Senn

A flight deck "Shooter" signals to the pilot of an AV-8B *Harrier* as it launches from the flight deck of the amphibious assault ship **USS *Tarawa* (LHA 1)**. As the command ship of Command Task Force (CTF) 51, ***Tarawa*** is in charge of the U.S. Navy amphibious forces in the region.

Unit (Special Operations Capable), operating in southern Iraq.

"I'm impressed with how well these young men and women have been performing, especially under such tough circumstances and with so much at stake," said ***Tarawa*'s** Commanding Officer **CAPT Jay Bowling**. "**CDR Chuck Norberg's** flight deck crew has been working non-stop for the past week. They've done a great job supporting ***Harrier*** operations and the Marines ashore, as they push toward their next objective."

Since **Operation *Iraqi Freedom*** began, ***Tarawa*'s** flight deck has come to life at night. Under the glow of hazy moonlight for the past several nights, Sailors using florescent green and purple signal wands have maneuvered the Marine-piloted aircraft as they took-off and landed. Each night, the roar of a ***Harrier*'s** 21,000 pound, thrust-vectored engine has announced the departure or the successful return of another mission.

"We've been working around the clock to help the Marine pilots get their aircraft up and running so they can do their job," said **Aviation Boatswain's Mate 1st Class Luke Wildigg**. "During the night, we've been launching and recovering the Harriers, and during the day, we've been helping move aircraft so they can do their maintenance."

As a ***Tarawa*** crew member, **Wildigg** is part of the coalition amphibious force that arrived in the North Arabian Gulf with approximately 33,000 Sailors, Marines and Coast Guardsmen. They are participating in the largest military action in the Arabian Gulf region since **Operations *Desert Shield*/*Desert Storm*** in 1990-91. ***Tarawa*** currently serves as the flagship for the coalition amphibious forces under Commander, Task Force 51 (CTF-51). Among the countries represented in the coalition are the United States, the United Kingdom and Kuwait.

The primary mission of ***Tarawa*** is to land and sustain U.S. Marines on any shore during hostilities. ***Tarawa*** embarks the Marine Corps' **AV-8B *Harrier***, **CH-53E *Super Stallion*** heavy lift helicopters, **CH-46 *Sea Knight*** medium-lift helicopters, **AH-1W *Cobra*** attack helicopters and **UH-1N *Huey*** multipurpose helicopters. Additionally, ***Tarawa*** embarks landing craft air cushions (LCACs) surface assault boats and landing craft utility (LCUs) boats.

For related news, visit **USS *Tarawa*'s (LHA 1)** Navy NewsStand page at **www.news.navy.mil/local/lha1**.

Story by Chief Journalist William Polson who is assigned to the public affairs office, USS* Tarawa *(LHA 1)

Navy Hospital Ship Cares for All Patients

In the opening days of **Operation *Iraqi Freedom*,** the medical staff aboard **USNS *Comfort* (T-AH 20)** has treated nearly 20 patients wounded in combat or accidents related to supporting roles.

Patients have included coalition forces, freedom fighters, Iraqi civilians, as well as a limited number of enemy prisoners of war. Under the Geneva Convention, the 1,000-bed hospital ship has and will continue to treat all patients based on their medical needs.

Many of the patients have required trauma care, as well as level three, specialty surgical care. Casualty receiving staff nurse, **LTJG Karen Ritchie**, said some of the specialty surgical care ***Comfort*** has used includes orthopedics, cardiology and neurology.

While the total numbers of injured brought to ***Comfort*** has been far below its capacity of handling several hundred combat casualties in a short amount of time, ***Comfort*** has held up to its requirement to treat all categories of patients.

Ritchie said the response of the medical staff has been incredible, due in large part to the constant training since the ship's departure from Baltimore.

"Since we have received our first combat casualties, it has been intense," said **Ritchie**. "But all the hours of training and preparation and drills we have done since we left Baltimore have paid off. I have worked at several other trauma units, and this team of doctors, nurses and corpsmen are the most functional team players I have ever seen."

***Comfort*'s** Commanding Officer, **CAPT Charles Blankenship,** said the hospital staff's response to the combat casualties is just an extension of the healthcare they provide normally at their regular duty stations.

"For most of the staff, this is the first time they have seen combat casualties, and they have performed very well," said **Blankenship**.

Comfort is one of two U.S. Navy hospital ships operated by the Military Sealift Command for the Navy. She features a 50-bed trauma facility, 12 operating rooms and can be configured toaccommodate up to 1,000 beds. It is crewed by about 60 civilian mariners who operate the ship and more than 1,000 active-duty Navy medical and support staff who run the hospital.

For more ***Comfort*** news, visit the ship's Navy Newsstand page at **www.news.navy.mil/local/tah20**.

Story courtesy of the public affairs office, U.S. Central Command/5th Fleet

Knighthawk Completes First Deployment Since Introduction

Helicopter Combat Support Squadron 5 (HC), Det. 6 completed the Navy's first deployment of the new MH-60S ***Knighthawk*** helicopter aboard an amphibious ship Jan. 30 on **USS *Essex* (LHA 2)**.

HC-5 Det. 6 got underway with ***Essex*** and the **31st Marine Expeditionary Unit** (MEU) (Special Operations Capable) Jan. 16 for the biannual Training in an Urban Environment Exercise (TRUEX).

As one of the Navy's only forward-deployed search and rescue helicopter squadrons, HC-5 Det. 6 provides the ***Essex*** Amphibious Ready Group

Ricky's Tour

By JO2 Mike Jones — **mikejones43@hotmail.com**

Time Capsule

This month we look back in the *All Hands* archive to see what was going on in the month of April. To view these issues in more detail on the Web, go to www.news.navy.mil/media/allhands/

29 Years ago - 1974

The atmosphere of "Golden Silence" prevails on the cover as "the sun plays ringbearer in a wedding of wings and waves," according to **AW2 William N. Tindell** of ***HS-15***, who submitted this First Prize entry in the ***All Hands*** photo contest. This issue also told the story of **PNSN Kati Garner**, who became the Navy's first woman diver. She had been a qualified scuba diver in civilian life, but always knew she wanted to be a Navy diver. It took her six months of submitting special requests to finally get her additional duty orders to the scuba phase, a four-week course, at the diving school. Another interesting story that ***All Hands*** covered was on two people who have a very unique hobby. **EMC Scott Slaughter** and **FC1 Rusty Henry** were treasure hunters. In the few years they spent hunting treasure, they have found more than 1,000 rings and 50,000 coins. Both these men are members of the National Treasure Hunters League. In 1973 they managed to win the Indy Grand Treasure Hunt Award for "the longest distance traveled."

19 Years ago - 1984

The cover of this issue of **All Hands** shows an African-style ferry in Freetown, Sierra Leone. We also focused on the relationship Sailors had with people living in Gabon, west central Africa. During the time Sailors spent in Africa, they made a difference in people lives by helping build a school and taking time out of their day to talk to African school children. Sailors on **USS *Jesse L. Brown* (FF 1089)** found a school house in Banjul, Gambia, that was made of four walls and a floor - but no roof. During a three-day period, 40 Sailors volunteered to construct a roof using materials donated by the Peace Corps. The Sailors also traveled 200 miles to Lama-Kara to play a soccer match against the Lama-Kara military team. Unfortunately, Lama-Kara's local team won the match 5-2.

11 Years ago - 1992

A safety observer with an extra air regulator stands by as a student replaces his mask while underwater at the Navy dive school, **Amphibious Base Coronado, Calif.** The student and his "buddy" are learning to remain calm during stress-inducing underwater, problem-solving exercises. We also covered a story on military police dogs, and how much they contribute to the safety of Sailors everywhere in the world. These amazing dogs are able to detect explosives made from smokeless powder, dynamite, TNT, water gel, C-4 and many other ingredients that would otherwise go unnoticed.

U.S. Navy Photo

A MH-60S "Knighthawk" hovering over the deck of the Military Sealift Command auxiliary supply ship **USNS *San Jose* (T-AFS-7)** as it prepares to lift palletized cargo to the amphibious warfare ship **USS *Nassau* (LHA-4)**. The MH-60S has been in the Navy's inventory for just over a year and was introduced to replace the aging **CH-46 *Sea Knight***.

(ARG) and embarked MEU with airborne search and rescue capability. They are the first search and rescue squadron to be outfitted with the ***Knighthawk***.

"We're forward deployed out of Guam," said **Aviation Maintenance Administrationman 1st Class Tommie Jenkins**. "At any one time, we may have six detachments on six different ships. What better way to run tests on an aircraft than to put it out to sea?"

The squadron has 14 aircraft in all. A pair deploys with each of the six detachments, and two remain shore based in Guam. Detachment 6 is permanently forward deployed to Japan, aboard ***Essex***.

Prior to this deployment, HC-5's primary aircraft was the HH-46 helicopter, which is being phased out of the Navy. HC-5 traded out their last remaining HH-46s for MH-60Ss in December. They now spend less time on maintenance and repairs, **Jenkins** said.

"This gives us a more mission ready aircraft, with less down time," said Jenkins. "Eventually, they'll replace all the 46s in the fleet."

While the HH-46 had more room for cargo and passengers, the new capabilities of the MH-60S make up for the loss, according to the crews.

More powerful engines give the ***Knighthawk*** significantly more lift power than the HH-46, said **Aviation Electrician's Mate 2nd Class Joshua Haggard**, HC-5 Det. 6 search and rescue swimmer. The added lift will greatly enhance the detachment's secondary mission of vertical replenishment, he said.

Due to a busy underway schedule, ships of the ***Essex*** ARG are often re-supplied at sea, and the HC-5 crews are called on to hoist and transport pallets of supplies from the replenishment ship to the ARG.

The ***Knighthawk*** also has the capabilities to play a more active roll in combat search and rescue operations, which were limited with the minimal armor of the HH-46. HC-5 can now have a bigger role with actually going in country to do combat search and rescue, **Haggard** said.

In addition to the added lift power and its armor, the ***Knighthawk*** also has built in Global Positioning System navigation and four M-240D machine gun mounts. The most notable new feature of the new helicopter is its "glass cockpit."

"Glass cockpit is a term that refers to any aircraft, whether it be a helicopter or fixed wing, where everything is digitally displayed on what is basically a T.V. screen," said HC-5 Det. 6 pilot **LTJG Ricke Harris Jr**.

The MH-60S is the only helicopter in the fleet with this fully digital display.

"The thing I like most is the glass cockpit," **Harris** said. "It compresses all of the gauges. Instead of having the traditional cockpit and analog instruments that are spread out everywhere, in the front you just have two screens, a flight display and a mission display."

"The flight display has all the primary flight instruments compressed into less than a foot square, so it's a lot easier to scan everything," **Harris** added. "And the mission display allows you to scroll to different functions."

The major components of the aircraft, however, have been in use for some time. "Essentially, it's a ***Blackhawk*** airframe," **Harris** said. "The rotor head and the tail is the same as legacy H-60s, the Bravo and Foxtrot. The engines are the same as the legacy 60s, so the meat and potatoes of the aircraft are tried and true."

"I really don't feel like I'm testing anything," **Harris** said. "Sometimes it's too much fun to think about that."

While they are excited about the new helicopters, these crews are well aware that their job is not about fun. The Sailors of HC-5 bear the sacred duty of providing a lifeline, vital airborne search and rescue capability throughout the Pacific, and whether they are aboard USNS ships, **USS *Essex***, in Guam or Japan, HC-5 Sailors are always on call.

"The service HC-5 provides is a vital and irreplaceable piece of our ability to project and sustain power ashore," said **CAPT Andy Karakos**, **Commander, Amphibious Squadron 11** and the ***Essex*** ARG. "Their effort and professionalism is unsurpassed, and I know that every Sailor and Marine aboard feel that much more comfortable knowing this new aircraft has reported for duty."

For related news, visit the Commander, Naval Surface Force, U.S. Pacific Fleet Navy NewsStand page at **www.news.navy.mil/local/cnsp**.

Story by JO2 Wes Eplen who is assigned to the public affairs office, Commander, Task Force 76

Goals Keep Sailors Focused

The Navy has created and maintains a system which allows its personnel to excel professionally and personally by striving to reach certain goals, and these goals are what keep many Sailors aboard **USS *Kitty Hawk* (CV 63)** focused.

Kitty Hawk offers many programs throughout the ship to encourage Sailors to excel. Whether they are personal or professional, the crew of America's only permanently forward-deployed aircraft carrier is constantly setting and achieving new goals.

"Hawk" Sailors can achieve their financial goals through several savings plans offered aboard, educational goals through the educational services office and professional development goals through the warfare qualification programs.

Fireman (SW) Justin Victor of Hawk's engineering department has been aboard for more than two years and says he's dedicated to achieving all his personal and professional goals while in the Navy. Making his initial achievement has since led to the rest.

"I was interested in taking college courses when I entered, and I've done that," said **Victor**. "I wanted to become surface qualified, and I've also done that. Now I've directed my focus toward advancing in rank, and I'm currently taking the steps to make sure I reach that goal as well."

Victor said he couldn't have achieved these goals if it weren't for the support of his chain of command and the many programs offered.

"It's important to have a support system when you're attempting to do anything, and I'm glad my chain of command pushed me to excel and strive for my goals."

Victor is one of Hawk's junior Sailors setting and attaining goals. But according to **Chief Aviation Boatswain's Mate (AW) Michael Lavin**, a person should never stop setting goals, regardless of seniority.

"When I first entered the Navy, I aspired to become a chief, and now that I've met that goal, I'm focused on earning a college degree, and I will continue to set new goals," said **Lavin**.

U.S. Navy Photo

A chief petty officer aboard USS *Kitty Hawk* (CV 63) helps Sailors develop a long-term investment strategy for retirement during a Thrift Savings Plan (TSP) meeting. Senior leadership aboard ***Kitty Hawk*** are helping Sailors meet their goals.

According to **Lavin**, the Navy is a perfect place to achieve any goal a person may have for himself or herself.

"Most Sailors don't realize how this organization is designed to help Sailors set and reach goals. Once you achieve one goal, there is always another one to set your eyes on. It's an ongoing process that continues throughout life."

Victor agrees. "Setting and striving to reach goals doesn't only apply in the military. It's a process that leads to success in life, and I'm grateful I gained the discipline and determination in the Navy," said **Victor**. "At the pace I'm currently going in the Navy, I see myself becoming a well-disciplined and well-educated individual, and that will help me whether I decide to make the Navy a career or move on to the civilian sector. So I think I'm in a win-win situation."

According to **Lavin**, it's the responsibility of leadership to teach new Sailors what it takes to be successful in this organization and, ultimately, to excel in life.

"Goals give you focus. I encourage all my junior personnel not to limit themselves and to shoot for the stars, because ultimately, the goals a person accomplishes are a measurement of their life."

Kitty Hawk is currently in the Gulf area of responsibility in

Shipmates

Gas Turbine Systems (Electrical) Technician 1st Class (SW) Michael P. Powell, a native of Omaha, Neb., was selected Commander, Naval Activities Spain's Service Person of the Year. Powell, serving on his first shore assignment in a 14-year career, is the leading petty officer of supply department's admin division. His duties include performing administrative duties, counseling, writing evaluations, handling correspondence as well as acting as the department's career counselor for more than 160 Sailors in a 170-member department.

Around the Fleet

support of Operation Iraqi Freedom. ***Kitty Hawk*** is the Navy's only permanently forward-deployed aircraft carrier and operates out of Yokosuka, Japan.

To find out more about **USS *Kitty Hawk***, visit **www.kittyhawk.navy.mil**, or visit their Navy NewsStand page at **www.news.navy.mil/local/cv63**.

Story by JO3 Jeff Williams who is assigned to the public affairs office, USS* Kitty Hawk *(CV 63)

victim died, and the cause of his death will be determined by a civilian medical examiner in Jacksonville, Fla.

One of the survivors was identified as a U.S. Navy Sailor stationed at Naval Station Mayport, Fla.

The four survivors, as well as the remains of the deceased, were flown by C-2A aircraft from **USS *George Washington* (GW)** to medical facilities in Jacksonville, Fla.The C-2A aircraft, assigned to the **Fleet Logistics Support Squadron (VRC) 40**, is based at Naval Base Norfolk.

Survivors have confirmed that there were only five people on board the 25-foot, privately-owned fishing vessel ***Little Spray*** when it caught fire. The cause of the fire was unknown. The vessel is reported to have sunk approximately 60 miles east of St. Augustine, Fla.

The survivors were reportedly in the 73 degrees F. water for approximately two hours.

USS *George Washington* was in the area conducting flight operations when it responded to a call for help from the Coast Guard. After confirming the fire on board the ***Little Spray***, two rescue helicopters from **Reserve Helicopter Anti-submarine Squadron (HS) 75**, were dispatched to rescue the victims. HS-75, was embarked aboard GW to provide search and rescue support.

Upon their arrival on scene, search and rescue swimmers brought four of the victims into the hovering helicopters while the fifth was rescued by crew members of ***Whiskey Man***, a private craft that also responded to the Coast Guard's call for assistance. Shortly afterward, the victim was transferred to ***Diamond Shoals***, and eventually to the GW by HS-75 crew members.

For more news from **Commander, Naval Air Force U.S. Atlantic Fleet**, go to **www.news.navy.mil/local/comnavairlant**.

Story courtesy of the public affairs staff, Commander, Naval Air Force U.S. Atlantic Fleet, Norfolk

Photo by PHAN Joan Jennings

Flight deck crewmen and personnel assigned to USS *George Washington*'s (CVN 73) medical department carry injured personnel across the ship's flight deck after four civilian fishermen were rescued from the burning merchant fishing vessel, ***Little Spray***. The boat was off the coast of Jacksonville, Fla., at the time of the incident. Five victims were recovered from the water, with four survivors. Two **SH-60F *Sea Hawk*.** helicopters assigned to **Reserve Helicopter Anti-Submarine Squadron (HS) 75** conducted the search and rescue (SAR) operation.

Shipmates

Cryptologic Technician (Administrative) 1st Class (SW) Anita Thompson, assigned to **Commander, Amphibious Group 3 (COMPHIBGRU 3)**, San Diego, was recently named COMPHIBGRU 3 Shore Sailor of the Year. Thompson, a native of Cub Run, Ky., works as security clearance billet representative and is singularly responsible for ensuring the security clearance status of more than 12,000 personnel assigned to Amphibious Group 3 subordinate commands. She is also responsible for the management of all security clearance billets aboard COMPHIBGRU 3 platforms. The 17-year Navy veteran also maintains positive community relations as the Partnership in Education Program Coordinator.

USS *George Washington* Rescues Four Fishermen Off Florida Coast

Four people rescued from a burning fishing vessel were recently treated on board **USS *George Washington* (CVN 73)** for mild hypothermia and second-degree burns before being taken to medical facilities in Jacksonville, Fla. A fifth

Your Issue You Shoot It!

We are looking for your photos! For the past nine years, we have been showing how hard Sailors perform their duties, and this is your chance to show how your department, unit or command works hard as a team. All images should be no less than 5" X 7" at 300 dpi (digital) or color prints; no Xerox© prints or Polaroids© please. For more information, contact PH1 Shane McCoy at DSN 288-4209 or (202) 433-4209, or by e-mail at mccoy@mediacen.navy.mil. Mail entries to: Naval Media Center, Attn: Photo Editor All Hands magazine, 2713 Mitscher Rd. S.W., Anacostia Annex, D.C., 20373-5819. Submission deadline for images is June 15, 2003.

Name: _____ Rank: _____ Date: _____

Duty station (include mailing address and phone number): _____

_____

Caption (include first and last name/rank/hometown of person(s) pictured): _____

_____

Images are due June 15, 2003. Mail entries to: Naval Media Center, All Hands Magazine, Attn: Photo Editor, 2713 Mitscher Rd. S.W., Anacostia Annex, D.C. 20373

Story by PH3 Antoine Themistocleous

100 YEARS OF FLIGHT 1903 • 2003

ß **A flight deck director guides an F/A-18** ***Hornet*** from the ***Hunters*** of **VFA-201** through steam from one of four steam-driven catapults on **USS *Theodore Roosevelt*'s (CVN 71)** flight deck.

Photo by PH2 James McNeil

Feel the Sting

He soars above the clouds, feeling a rush that children dream of as they play with their toy jets; imaginations running wild. As he flies one of the Navy's finest jets, he is confident in his abilities, with only the mission on his mind.

With the multiple missions and high-speed decisions that need to be made, the pilot of an **F/A-18** ***Hornet*** doesn't have room in his mind to worry about all the things that could go wrong with his equipment.

"It's important to a pilot to have confidence in his airplane, not because of what kind of jet it is, but because of the people who are taking care of it," said **LT Ian Kibler**, an **F/A-18** pilot for the ***Wildcats*** of **Strike Fighter Squadron (VFA) 131**, Naval Air Station (NAS) Oceana, Va.

The maintenance department of any aviation squadron is responsible for ensuring the safety of pilots like **Kibler**, checking and rechecking that everything works the way it's supposed to.

The heart and soul of a squadron are the Sailors, on the flight line every day, who are responsible for $30 million jets and the lives of the pilots who fly them.

"It's not just one rate, but air framers, avionics, electricians, all working together as a team," said **Aviation Machinist's Mate 1st Class Robert Herman**, supervisor of the of the Wildcats' power plant shop. "That's the best part about being in a squadron sometimes, working together and knocking out problems."

For the fleet to accomplish its mission, there are a number of small teams working together as one big team. The Atlantic Fleet can be a formidable force, with their combination of sea, air and submerged platforms. When these three teams work together for one common mission, they are truly a force to be reckoned with.

But, the reason the fleet is so effective is not because of the aircraft carrier that leads the battle group, nor the latest and greatest piece of combat equipment. It's not about all the ships, and their precision weapons on board. All those things are of little use without the men and women who operate and maintain them.

That said, the U.S. Navy wouldn't be as effective as it is, without modern military weaponry. Including the F/A-18 ***Hornet***.

"The ***Hornet*** is a dual-role aircraft, both a fighter and an attack airplane," said **Kibler**. "Originally, it was meant

Photo by PH3 Antoine Themistocleous

Photo by PH3 Danny Ewing Jr.

Photo by PH3 Antoine Themistocleous

Photo by PH3 Danny Ewing Jr.

From Left to Right: ∂ **AE2 Melissa Taylor,** from **VFA-87**, is shown here attaching a panel to the top of an **F/A-18** ***Hornet*** inside the hangar. ∂ **AK3 Calvin Estes**, assigned to the **"Ragin' Bulls"** of **VFA-37**, gives the thumbs up to the flight deck handlers letting them know an **F/A-18** aircraft is ready to launch from **USS *Harry S. Truman* (CVN 75)** flight deck. ∂ **AN Socorro Govea**, a plane captain for **VFA-83**, signals to the pilot to move the **F/A-18** ***Hornet***. ∂ **AK3 Calvin Estes** communicates with the pilot of an F/A-18 during preflight system checks on **USS *Harry S. Truman*'s (CVN 75)** flight deck.

Feel the Sting

Photo by PH3 Tyler Clements

▲ **Sailors assigned to the "Eagles"** of **VFA-115** perform a "42-day" maintenance inspection and cleaning on an **F/A-18E *Super Hornet*** on board **USS *Abraham Lincoln* (CVN 72)**. The ***Super Hornet*** is about 25 percent larger than its predecessor, the **F/A-18C/D**, but contains 42 percent fewer structural parts. The single-seat **F/A-18/E** flies greater ranges with heavier payloads, has a more powerful engine, and provides greater survivability.

to replace the A-7, but in looking at cost effectiveness, the Navy transitioned from many planes to fewer planes. The ***Hornet*** and the ***Super Hornet*** were selected as the aircraft to do that job. As the ***Tomcat*** goes away, the ***Hornet*** will be taking a larger role in the Navy, and soon, the ***Super Hornet*** will surpass every airframe."

The ***Hornet*** was designed for traditional strike applications such as interdiction and close-air support, without compromising its fighter capabilities. It's capable of reaching and exceeding the speed of mach 1.7, and has about 20,000 pounds of static thrust per engine. The ***Super Hornet***, a $57 million dollar aircraft, is bigger, faster and has all the state-of-the-art equipment necessary to do the job of every jet aircraft in the Navy.

The ***Hornet*** also makes maintenance a little easier.

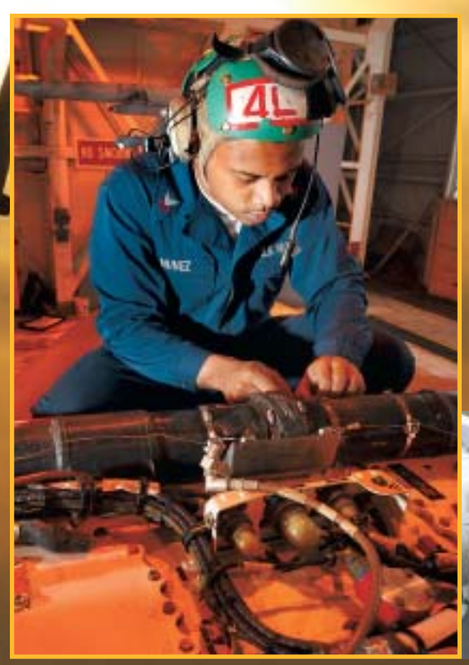


Photo by PH3 Antoine Themistocleous

Photo by PH1 Ted Banks

Photo by PH3 Antoine Themistocleous

From Left : ▲ **AME2 Renco Nunez,** from **VFA-87**, adjusts wires on top of an **F/A-18** inside the hangar. ▲ **F/A-18C *Hornet*** plane captains assigned to **Carrier Air Wing (CVW) 5** try to keep warm during flight operations on board **USS *Kitty Hawk* (CV 63)**. ▲ **AMC(AW) Paul Marchese** has the floor at the morning maintenance meeting for the ***Gladiators*** of **VFA-106**. Every working day is started by a maintenance meeting to let all the shops know when launches are scheduled and what maintenance needs to be done on which jet.

Photo by PH3 Antoine Themistocleous

► **Even though you hardly see** aircrew survival equipmentmen on the flight line for a launch, they play an important role in the squadron. **PRAN Matt Vasbinder**, from **VFA-131**, is partially responsible for the survival equipment of the pilot including his oxygen mask that allows him to breath at high altitudes.

"**F/A-18**s are the cutting edge of aviation technology and makes maintenance a little easier on us. It gives us a little more versatility," said **Chief Aviation Electronics Technician Ronald Pinion**, flight coordinator for **VFA-83**. His job is to make sure that everything on the flight line runs smoothly.

Safety is the first priority for the people who work on these sophisticated jets. They have more than a dozen pair of eyes making sure that the aircraft is safe to fly. At the same time, all those eyes are also watching out for each other, as their job on the flight deck is one of the most dangerous places in the world. Despite the dangers, these men and women have done an amazing job so far.

Kibler said, "Through the years, it has become a safer and safer business, but that is a relative statement because overall what we do is dangerous. Our maintenance department makes our job more comfortable and that much more safe.

"Our squadron had 16 mishap-free years, and that is a testament to our maintenance department." It is the maintenance department that sets the reputation for a squadron. Every squadron finds themselves in friendly competition with other squadrons. **Kibler** added, "The best thing about our air wing is that we are a team and we work well together. At the same time, everyone is competing to be the best.

Photo by PH3 Danny Ewing Jr.

Photo by PH3 Antoine Themistocleous

Photo by PH3 Tyler Clements

From Left: ▲ A rattlesnake graces the tail of of an **F/A-18** ***Hornet*** attached to the **VFA-86** ***Sidewinder*** ▲ **VFA-131's F/A-18** jets are prepared for washing inside the hangar, as it's too cold to do it outside. ▲ An **F/A-18E/F** ***Super Hornet*** assigned to **VFA-115** uses its afterburner during a routine launch off of **USS *Abraham Lincoln*'s (CVN 72)** flight deck.

▼ **ADAN Daniel Pagan**, plane captain for **VFA-83**, waits to launch his **F/A-18** jet. He has to be there at least one hour before scheduled take-off time, as he is the last set of eyes to inspect the plane before the pilot gets there.

Photo by PH3 Antoine Themistocleous

All that does is make the air wing that much better. By trying to out-perform the other squadron, you bring a better performance to your own squadron and the air wing."

As the performance of the **F/A-18** continues to improve, it becomes more and more essential to the Navy. **Kibler** noted, "As a strike fighter, we go out to the aircraft carrier where, in most cases, the air wings will have three ***Hornet*** squadrons on board, out of total of four tactical squadrons."

"What I like best is that we are the operational end of foreign policy," **Pinion** said. "We are the ones who make it happen. I feel privileged to be working with cutting-edge technology, watching our birds take off and come back safely."

Themistocleous is a photographer assigned to **All Hands**

Editor's Note:

F/A-18s *currently operate in 37 tactical squadrons and U.S. Navy's Blue Angels Flight Demonstration Squadron proudly flies them as well. The* **Hornet** *also comprises the aviation strike force for Australia, Canada, Finland, Kuwait, Malaysia, Spain and Switzerland.*

Feel the Sting

▶ **From the left: AO3 William Cinco, AO3 Bobby Rainwater, AO1 Phil Camp, AOAN Chris Rangel** and **AOAN Jeremy Roth** of the **"Fighting Vigilantes"** assigned to **VFA-151** prepare to install an Advanced Medium-Range Air to Air Amraam (AIM-120) missile on to an **F/A-18**.

Photo by PH2 Felix Garza Jr.

Story by JO3 Andrew Stamper, photos by PH3 Christopher Stoltz

▶ **AD1(AW/NAC) Michael Marsicano,** a crew chief with **VRC-40**, poses in front of some of the command's planes at its home base in Norfolk.

Photo by PH2 Corey T. Lewis

◀ **A C-2A *Greyhound*** assigned to **VRC-40** makes an arrested landing on **USS *George Washington*'s (CVN 73)** flight deck. The COD brings aboard supplies and mail for ***Washington*'s** Battle Group.

Servicing the Fleet with Safety, Dependability & Courtesy

▼ **Flight deck personnel** from **USS *George Washington* (CVN 73)** set up propeller boundaries during the shutdown of a **C-2A *Greyhound*** assigned to **VRC-40**.

Photo by PHAN Geanine Ortez

Aviation Machinist's Mate 1st Class (AW/NAC) Michael Marsicano approaches the small group of passengers waiting to make their first trip to an aircraft carrier. They have already received a safety brief and are anxious about their first flight about a **C-2A *Greyhound***, where they will experience a cable arrested landing aboard **USS *Harry S Truman* (CVN 75)**, making them honorary "Tailhookers."

Marsicano gives the group the once over, checking to make sure everyone has their float coats and cranials on correctly and their goggles down. As the crew chief, passenger safety is his responsibility.

"Okay, we're ready for you. Everyone grab your stuff. Let's go!" **Marsicano** yells out the last words, trying to be heard through the roar of the aircraft engines and the cranial ear protection being worn by the group as he vectors them toward the waiting aircraft.

The small group of smiling people grab their bags and equipment and walk to the plane in single file. There is no checking luggage on this flight — everything is carry on, and the passengers do the carrying. They hoist their bags on to the ramp, step up into the back of the aircraft and pass their bags forward to the cargo hold. Then they take a seat facing backward and buckle the four-point quick-release harness.

The aircraft engines throttle up, the ramp closes and the aircraft taxis down the runway for its flight out to the carrier, which is conducting training evolutions off the coast of Virginia.

It's just another busy day for **Marsicano** and the nearly 300 Sailors assigned to **Fleet Logistics Support Squadron (VRC) 40**.

VRC-40, ***the Rawhides***, provides Carrier Onboard Delivery (COD) services to the Navy's Atlantic Fleet. The squadron is homeported at Norfolk

Servicing the Fleet with Safety, Dependability & Courtesy

▲ **Crew members** of **VRC-40** move the C-2 COD across the airfield.

Naval Station and operates the **C-2A *Greyhound***; their sister squadron, **VRC-30**, operates on the West Coast. **VRC-40's** mission is the efficient transportation of passengers, mail and cargo to and from carriers at sea. Operations for **VRC-40** extend as far north as Norway, down the eastern seaboard and Gulf Coast, the Caribbean and Central and South America. Their deployments take them to the Mediterranean, Red Sea, Arabian Gulf, and Indian Ocean.

The command's 12 aircraft are maintained and flown by more than 300 enlisted personnel and 40 officers. **VRC-40** is different from other fixed-wing squadrons in that the aircraft and people do not deploy as a single unit; instead, two aircraft deploy aboard each East Coast aircraft carrier to ensure fleet support.

The squadron is divided into six Detachments or Dets.; five are sea-going Dets. and the last holds down the fort at home, providing support to aircraft carriers conducting local training.

▲ **AD1(AW/NAC) Michael Marsicano's** jacket hangs in the briefing room at the NSA Souda Bay Terminal.

This concept allows the squadron to conduct round-the-clock maintenance for their aircraft.

Because there are six separate detachments, everyone has various duties beyond their normal rate. **AD1(AW) Christopher Waddell**, of Covington, Va., said "The Det. concept is great because it encourages cross-training and expands everyone's knowledge."

As an AD1 for the squadron, **Waddell** works on about 90 percent of an aircraft for his Det. — everything from hydraulics and electrical equipment to tires. "We'll do whatever we have to do to complete the mission," he said. "If we're going to make a plane ready to handle cargo, we must also be able to make the changes needed to fly out passengers at a moment's notice."

"It's not easy work," said **Aviation Maintenance Administrationman 1st Class Paul Matthews**, of Warner Robins, Ga. "Constant maintenance goes into each aircraft. We put in at least 35 man-hours per every flight hour. All hands have to chip in to get the bird back in the air."

▲ **AD3(NAC) Josh Starr** waits for passengers to enter the COD on a flight from **USS *Harry S Truman* (CVN 75)**.

Matthews is highly involved with many aspects of the squadron, including administrative tasks. He tracks inspections on the planes and records the number of catapult launches each aircraft makes. Additionally, he tracks flight hours, high-time components, initiates work orders and handles other correspondence.

"It's hard work, but it needs to get done," he said. "Our mission is an essential part of the fleet. It would be virtually impossible to have a deployment without **VRC-40**."

But despite the hard work **Matthews** and the other Sailors at the squadron put in, they manage to have a great attitude, according to **Yeoman 2nd Class Renee Chacon**, of Rochester, N.Y. "We actually have a family-like atmosphere here," she said. "Everyone gets along. Yes, we are extremely professional, but there's always a great vibe around here."

Chacon has been at the squadron for more than a year and has yet to deploy. She is looking forward to getting underway. As a yeoman at **VRC-40**, she updates service records, and manages retirements and awards, as well as other Det. duties. While she's busy with multiple tasks, she said, she really enjoys the work. "I do more here than anywhere else I have ever been. It makes me feel like I'm doing my part on a job that normally takes five or six people to typically handle anywhere else."

One man who has witnessed the significance of the deployed Det. is C-2 Pilot **LT Manny Tatavak**, of Houston. In fact, Tatavak, was moved up in his deployment rotation by nine months to provide additional help while **USS *Theodore Roosevelt* (CVN 71)** was deployed supporting **Operation *Enduring Freedom***.

▲ **LT Sam Bryant** serves as aircraft commander on a flight.

▲ **A C-2 *Greyhound*,** assigned to **VRC-40**, makes final adjustments while making a carrier arrested landing aboard **USS *Harry S Truman* (CVN 75)**. The COD provides transfer of critical parts and equipment, mail and personnel to aircraft carriers and their respective battle groups. ***Truman*** is in the Gulf area of responsibility in support of **Operation *Iraqi Freedom***.

Photo by PH2 Dwain Willis

Servicing the Fleet with Safety, Dependability & Courtesy

C-2 aircraft are capable of handling 8,600 pounds of cargo or 26 passengers at a time. During a typical six-month deployment, a C-2 detachment transports an average of 750,000 pounds of cargo and 3,000 passengers. While **USS *Theodore Roosevelt*** was deployed, **Tatavak** helped with the unprecedented 1.1 million pounds of cargo and 4,000 passengers who were transported to and from the carrier. "We shattered all records with that deployment," he said.

To achieve a mark of that magnitude, an average of 10 daily landings was required. This created even more challenges for **Tatavak**'s detachment. "We were forced come up with creative solutions to get the job done," **Tatavak** said. "These creative solutions were paramount for the deployed Det. If anything were to break, we were in charge of fixing it."

According to **Tatavak**, the C-2, with its 82-foot wingspan, is a challenge. "The landing area on a carrier is only about 90 feet wide, so realistically, we only have about four or five feet to play with. Not to mention, they are notoriously difficult to fly." **Tatavak** smiled then adding, "But there's a reason only 3 percent of naval aviators are C-2 pilots. We are systems savvy and we've got to be able to handle anything."

The planes, with an average age of 15 years, have been flown constantly, usually making two flights daily, since **VRC-40** replaced the C-1A ***Trader*** back in 1986. Along with COD maintenance, the deployed Det. has other responsibilities. "An important aspect of COD flying is international diplomacy," **Tatavak** said. "We do have the best of both worlds, though. We're able to fly around the world, on to an aircraft carrier as well as spend time working in foreign countries for weeks at a time. It's an important part of our job, because our demeanor is a reflection on the Navy every where we go."

VRC-40 also transports distinguished visitors to carriers at sea. Senior leaders in business, government, academia and the entertainment industry travel to and from aircraft carriers in the Atlantic Fleet nearly every day that flight operations are conducted as part of the Navy's community outreach efforts. Some well known distinguished visitors (DVs) who have recently flown aboard **VRC-40** aircraft to visit carriers include Senator John McCain, Secretary of Defense Donald Rumsfeld, singers Jessica Simpson and Whitney Houston, actors Bruce Willis and Tom Skerritt, entertainer Jay Leno and the Miami Dolphin Cheerleaders.

The ***Rawhides*** have provided thousands of successful missions since their commissioning in 1960, bringing supplies, passengers and mail to aircraft carriers at sea, and serving as a platform for airborne insertion of special warfare personnel. the direct influence **VRC-40** has on the fleet is significant. According to **Tatavak**. "You can't fight a war without us."

So whether the COD is carrying out gear, mail or transporting Sailors and DVs, the men and women of **VRC-40** are working continuously to "Service the fleet with safety, dependability and courtesy."

Stamper is a journalist assigned to the public affairs office, USS* Harry S Truman *(CVN 75)

Photo by PHC Johnny Rivera

▲ **With service record in hand** and on her way to her first ship, **SN Desiree Reynolds** boards a **C-2A *Greyhound*** carrier on-board delivery (COD) aircraft assigned to the "Rawhides" of **Fleet Logistics Support Squadron (VRC) 40**, bound for **USS *Theodore Roosevelt* (CVN 71)**. Known as a lifeline to the fleet, the beach detachment provides daily administrative support and transportation of transient personnel arriving and departing carrier battle groups.

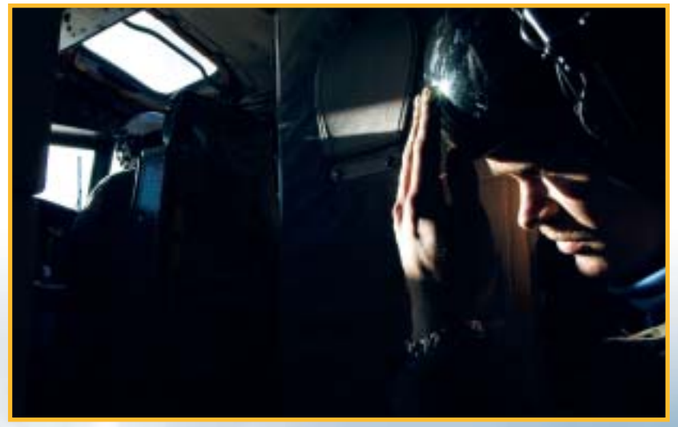
Photo by PH1 Brian Aho

▲ **Actor Bruce Willis** along with some of his fellow cast members listen to a preflight briefing given by members of **VRC-40** at Norfolk Naval Base. The **C-2A *Greyhound*** took the cast to **USS *Harry S Truman* (CVN 75)** to film segments of the recently released feature film, "Tears of the Sun."

Photo by PH2 Jason Scarborough

◄ **A U.S. Navy C-2A Greyhound** from **VRC-40** lands on the flight deck of the French aircraft carrier ***Charles de Gaulle* (R 91)** amid French ***Super Etendard*** carrier-borne strike fighters, during joint exercises with the French Navy.

▲ **Flight deck personnel** empty the cargo from a C-2.



▲ **AEAN(NAC) Josh Mikol** shields his eyes from the sunlight as he enters the cockpit door.

▼ **At sea aboard USS *George Washington* (CVN 73), AB3 Michael Cooper** of McKenzie, Tenn., directs a **C-2A *Greyhound*** from **VRC-40** onto one of four steam catapults on **USS *George Washington*'s (CVN 73)** flight deck.

Photo by PH3 Summer Anderson

Aviation Modernization

MH-60S *Knighthawk*

◀ MH-60S *Knight Hawk*

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F-35C JSF

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F-35 *Joint Strike Fighter* ▶

100 YEARS OF FLIGHT 1903 • 2003

Flying Into the Future:
The Transformation of
Naval Aviation

By CDR Hal Pittman

When the Wright Brothers took to the skies 100 years ago with their glider at Kitty Hawk, N.C., they probably couldn't envision a U.S. Navy ***Super Hornet*** conducting air strikes to liberate the people of Iraq. They didn't think about Navy and Marine Corps Joint Strike Fighters blasting off the decks of nuclear-powered aircraft carriers deployed to hotspots around the world. They couldn't conceive the visual of an MH-60S helicopter flying sideways at more than 50 miles-per-hour, guided by satellite navigation, preparing to conduct vertical underway replenishment between ships at sea.

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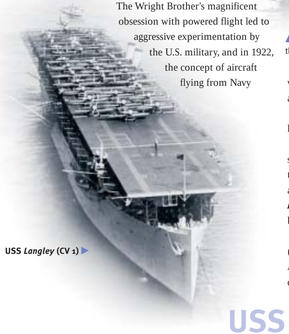
The Wright Brother's magnificent obsession with powered flight led to aggressive experimentation by the U.S. military, and in 1922, the concept of aircraft flying from Navy warships at sea became reality with the commissioning of the first aircraft carrier **USS *Langley* (CV 1)**.



USS *Langley* (CV 1) ▶

Naval aviation has come a long way since then, and the future looks even brighter.

"The introduction of CVN 21, the addition of new aircraft, systems and weapons, and the integration of Navy and Marine tactical aviation will all add transformational capabilities to naval aviation in the future," said **RADM Jim Zortman, Commander Naval Air Force U.S. Atlantic Fleet**, while speaking recently to a group of business leaders.

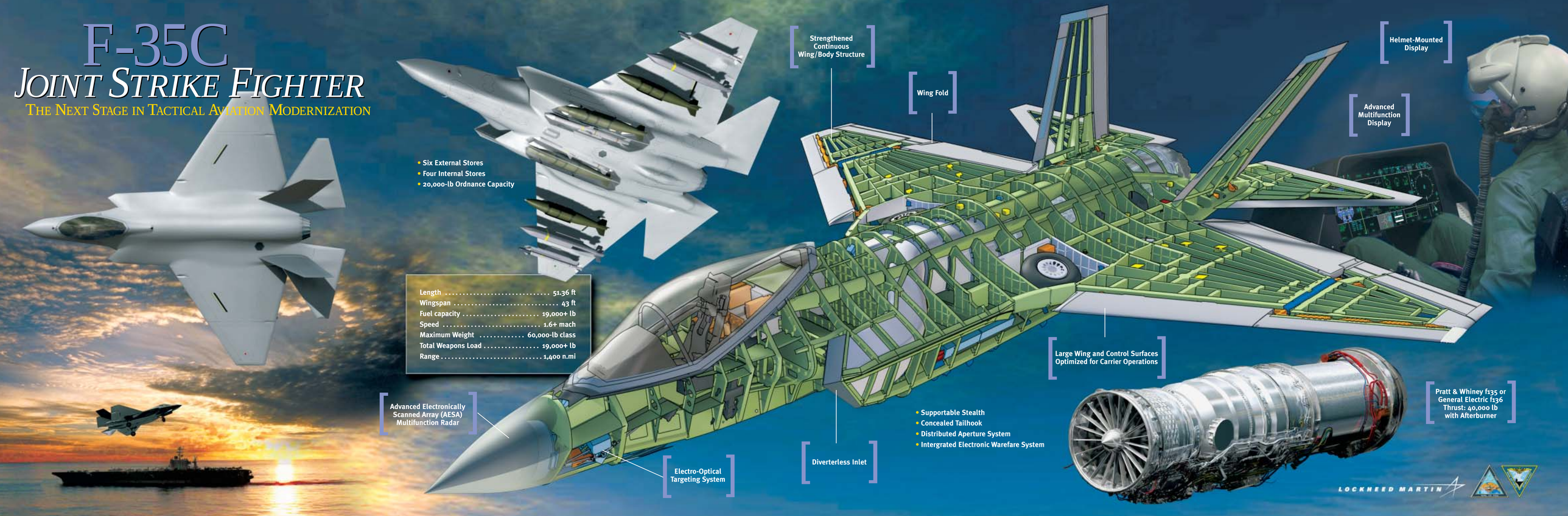
With the introduction of the next generation aircraft carrier (CVN 21), naval aviation will gain added flexibility and capability. Although still in the planning stages, technological advances could include electromagnetic catapults and aircraft recovery,

1st Naval Aviator CDR T.G. Ellyson

USS Langley (CV 1)

F-35C
Joint Strike Fighter
The Next Stage in Tactical

F-35C
JOINT STRIKE FIGHTER
THE NEXT STAGE IN TACTICAL AVIATION MODERNIZATION



- Six External Stores
- Four Internal Stores
- 20,000-lb Ordnance Capacity

Length	51.36 ft
Wingspan	43 ft
Fuel capacity	19,000+ lb
Speed	1.6+ mach
Maximum Weight	60,000-lb class
Total Weapons Load	19,000+ lb
Range	1,400 n.mi

Advanced Electronically Scanned Array (AESA) Multifunction Radar

Electro-Optical Targeting System

Diverterless Inlet

Strengthened Continuous Wing/Body Structure

Wing Fold

- Supportable Stealth
- Concealed Tailhook
- Distributed Aperture System
- Intergrated Electronic Warefare System

Large Wing and Control Surfaces Optimized for Carrier Operations

Helmet-Mounted Display

Advanced Multifunction Display

Pratt & Whitney f135 or General Electric f136 Thrust: 40,000 lb with Afterburner

LOCKHEED MARTIN

100 YEARS OF FLIGHT 1903 • 2003

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F-35C
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F-35C JSF

F-35 *Joint Strike Fighter* ▶

Story and photos by PH2 Bob Houlihan

100 YEARS OF FLIGHT 1903 • 2003

BUILDING BOMBS

It all begins deep in the belly of the beast on USS *Constellation* (CV 64) – in weapons magazines that most people never see. The components are gathered and assembled by a highly-trained team of Sailors. The body, the tail and the fusing all come together to form this deadly tool. They are…

▼ **AO3 Willie Cinco** and **AO3 Aaron Harris** of **VFA-151** work together to download a bomb from the wing of an **F/A-18 *Hornet***.

▲ **Squadron AOs hurry** to get their precious load to its final destination, the wing of an **F/A-18 *Hornet***.

▲ **AN Jones from G-1F** division manuvers a load of 1,000 pound GBU-35s to a parking spot in ***Connie's*** "Bomb Farm."

► **An aviation ordnancemen** from **VFA-151** works on a **AIM-9** ***Sidewinder*** missile from atop the wing of an **F/A-18** ***Hornet***.

BUILDING BOMBS

From the magazine, the bomb begins its journey, passing through many other hands before it goes on to its final destination. Several elevator rides later and many decks and levels above the magazine where it began, the bombs are turned over to the squadron aviation ordnancemen (AO)s who will load them on the aircraft for final use.

"When the pilots start dropping, we'll jump into high production," said **Aviation Ordnanceman 1st Class (AW/SW) Clayton Duncan**, ***Constellation's*** G-3 division magazine leading petty officer. Normal daily bomb production depends on the load plan. "Basically, the ship tells us how many and what kinds of bombs they need, and we build it and get it up to the flight deck," said **Duncan**.

With conflict on going, these guys know that they could be called upon to exercise their considerable skills and crank the floating bomb factory into high gear.

Weapons department aboard ***"Connie"*** is broken down into several different divisions that handle the various tasks involved in getting the bombs and missiles built and up to the planes on the flight deck.

G-1F division runs the "Bomb Farm" up on the flight deck where weapons are staged before being turned over to the squadron AOs.

G-1H is tasked with maintaining all the skids and pallets needed to move the weaponry.

G-3 is the division that actually builds the bombs and breaks out the missiles to be used.

G-4 mans the weapons elevators that are used to deliver weapons from the magazines to the flight deck.

G-5 is ordnance control/ammo accounting where all inventory is tracked and weapons moves are plotted.

Weapons department's high-intensity training aboard *Connie* is the key to success for these "Ordies," as AOs are commonly referred.

"We're training all of the time, whether in port or at sea, keeping our qualifications up and expanding professional knowledge," said **Duncan**.

◄ **AOAN Eric Cowan** of **VFA-151** handles a powered HLU-196 hoist as he prepares to lower an **AGM-88** ***HARM*** missile from an **F/A-18** ***Hornet***.

▲ **As the order comes through** to move more weapons, **AO2(AW) Aaron Dilley** of G-4 division mans the phones used to call the elevators to the transfer area.

From the most junior airman to the saltiest chief, these "Red Shirts" know their business inside and out.

"This may be some of these Sailor's first cruise, but due to the times we live in and the nature of what we're doing out here, they are stepping up and performing at a higher level," said **Duncan**.

The reason for this higher level of performance is partly because these junior Sailors are put into positions of leadership and they need to be proficient at all aspects of the bomb-building evolution.

"The high level of training starts with our chain of command," said **AO2 (SW/AW) Hector Gonzalez**,

▼ **AO3 Willie Cinco and AO3 Aaron Harris** of **VFA-151** work together to download a bomb from the wing of an **F/A-18** ***Hornet***.

BUILDING BOMBS

► **When in full production,** the magazines are a flurry of activity, with everyone doing their part to get the job done.

▲ **Assembled with painstaking care,** each bomb receives attention from as many as 10 AOs before it's complete.

a G-3 team leader/ safety observer. "Our gunner is really big on training. Every Tuesday he's right there with us doing the hands-on bomb builds, getting right into it," **Gonzalez** continued.

Working with explosives is an inherently dangerous job. There's no room for error.

"Safety is key to it all," said **AO3(AW) Mark Kunze**. Every evolution has a safety observer as well as a team leader. The safety observer isn't an active participant in the bomb building process. His whole purpose is to make sure everyone else is doing their job right, wearing their protective equipment and ensuring everything proceeds in a safe manner.

The Ordies on *Connie* love what they're doing and where they're doing it. "As luck would have it, I landed in G-3 division for my first tour in the Navy, and I don't think there's a better division or department on the ship. I'm very glad to be where I am," said **Kunze**.

The rate of aviation ordnanceman, established in 1926, is an extremely tight-knit community with it's own association and yearly convention.

"I think being an AO is the best rate in the Navy. It's like a brotherhood, a fraternity," said **Gonzalez**. "If there's ever a problem, we all depend on and take care of each other. We're all brothers."

The dedication of these Red Shirts to their country and their families is nothing short of spectacular.

"I feel great about being out here supporting my country," said **Gonzalez**. "It's important to be here doing this job myself, instead of depending on others to defend our freedoms. Too many people take those things for granted."

▲ **Training is an everyday thing** down in the magazines. During a break in production, **AO1(AW/SW) Clayton Duncan** goes through the rate training manual with some of his junior Sailors.

Being deployed away from families and loved ones is difficult, but in the end, these guys know what they're doing is making a difference.

"It may be possible we may not be going home on time and I miss my family a lot," said **AO2 Brandon Peoples**, "but when I talk to my little girl, I tell her daddy's out here working and it's a job that's got to be done."

Houlihan is a photojournalist assigned to **All Hands**

Story and photos by JO1 Preston Keres

PROVIDING for the FLEET

Forward-Deployed Helicopter Squadron Takes Care of the Sailors in Their Own Way.

It's plain and simple … without these folks, everyone's mission is affected. Their mission includes everything from ferrying special forces to delivering mail to the Sailors who are operating in the furthest reaches from American soil. Although their efforts are rarely in the spotlight, the **Helicopter Squadron (HC) 5 *Providers*** take pride in their name and know they play a valuable role in the world's most powerful war fighting machine – the United States Navy.

▲ **As the sun sets on the island** of Guam, maintenance crews pull one of the birds onto the flightline for night operations.

PROVIDING for the FLEET

Being the only forward-deployed unit of its kind in the Pacific, everyone in this unit is aware of their mission and willingly to step up to the plate when called upon. "I'm grateful to be a part of it," said **Chief Aviation Structural Mechanic (AW/NAC) Mikel Carr**, crew chief. "Any sea-going command has the opportunity to be forward deployed and it's nice to serve my country in this way."

Homeported on the northern shores of Guam, it's safe to say many fleet Sailors are aware of, and have been affected by the ***Providers***' mission while on deployment.

"We provide everything to the fleet," said **Aviation Machinist's Mate (AW) 3rd Class James Shields**. "Without us, they wouldn't have any food or ammo while in the Gulf."

When the need for fresh produce is in high demand, the ***Providers*** are called upon. When parts are required to keep an aircraft in action, HC-5 gets the call. And when a ship needs underway replenishment or a shipmate goes overboard, this highly-qualified team is launched into action.

Nowadays, the bird that is primarily used by the ***Providers*** is the multi-faceted **SH-60 *Seahawk***. This twin-engine helicopter has many missions, from search and rescue, cargo lifting, ferrying special forces, and conducting anti-submarine and ship warfare … many of which the ***Providers*** participate and train in on a daily basis.

The Navy's version of the popular ***Black Hawk*** is replacing the older CH-46 ***Sea Knight*** as HC-5's workhorse.

"[The SH-60] is a lot cleaner and easier to work with," said **Shields**. "They're 110 percent better to work on. They are a mechs dream because everything on them is electronic."

The change in aircraft, like many of the changes in today's Navy, means job alter-

▲ **Their name says it all.**
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▼ **AD3(AW) James Shields**
prepares an SH-60 for takeoff under Guam's hot sun.

▶ **AD2 Brandon Smith**
heads back to the office after shutting down and refueling one of the birds late in the day.

▼ **Crew members of HC-5** and **USNS *Concord* (T-AFS 5)** stand by as one of the helos is tied down after landing.

PROVIDING for the FLEET

ations. But, one thing that will never change is the pride that goes into even the smallest details of the squadron's daily routine. "It makes me feel confident and proud knowing when I walk off a bird, I know the pilots and crew will be safe," added **Shields**. "I like going home at night knowing I put everything thing I had into that day."

For the troops at HC-5, that "give everything you have" mentality is contagious. Like many aircrews around the fleet, the ***Providers*** who fly every day are no different than their shipmates in the hangar. As a matter of fact, for this team in the Pacific, they know the importance of teamwork and keeping the lines of communication open to complete their mission.

"As an aircrewman, you need maintenance and they depend on a lot of input from the crew to do their job as well," said **AME2(AW/NAC) Lance Tanner**, rescue swimmer.

"The maintenance folks are valuable in two very important aspects," said **Carr**. "One, they will catch anything wrong with the aircraft before I get in it. And secondly, they are the meat-and-potatoes of the operation. Without them keeping the aircraft up, we couldn't fly and do our mission."

"I love working on the bird, too," added **Tanner**, "mostly because I fly in it and it gives me that extra confidence."

The ironic part is that because of the added safety measures and the advanced electronic features in today's aircraft, the confidence levels of the crew and pilots are definitely on the rise while in flight, which strangely enough, can be detrimental to the mission.

"The only bad thing about the '60' is that it can be too safe," said **Carr**. "The aircrews are getting real comfortable in the aircraft. If they're not careful, it could be easy to get

◀ The *Providers* have continued their mission of supporting the fleet for years and the plaques that grace their walls pay tribute to those who have gone before them.

▼ For some, the transition to the SH-60 from the SH-46 is bittersweet. It's tough for the "salty" Sailors to leave the old behind and move into the newer generation of war fighter.

◀ Everyone who works in the aviation community is fully aware of the necessity for a proper FOD walkdown, and the members of **HC-5** in Guam are no different, as they make their way back to the hangar.

▼ Room in the SH-60 is a little tighter than the crews of **HC-5** were used to in the SH-46, but the maneuverability and the capability for carrying heavier loads are just a few of the reasons the ***Providers*** enjoy the change.

PROVIDING for the FLEET

lackadaisical where in other platforms your head is constantly on a swivel."

A deeper look at the operations in Guam would have the average onlooker notice that keeping heads on straight could be a little more difficult.

Being a member of the ***Providers'*** aircrew can be a heady job a times. There is a lot of responsibility involved, and more importantly, wherever they go, they are usually in charge of the situation.

"There's not a lot of times in the Navy where you as a 2nd class have control over the SEALs or a flight deck," said **Tanner**. "When you land on the deck, several people are standing by waiting for you to let them know what to do … what you need done.

"When you go to the other ships, they see you," **Tanner** added. "We get off the ship and have the exposure."

Tanner was quick to point out though that even though they always seem to get the glory, the maintenance department too is always working their tails off. "Aircrew is the glamour side, but it's important to let maintenance people know that without them, we wouldn't be flying … this command wouldn't be flying."

So, whether it's the crew chief in the back seat, or the maintenance chief in the office seat, the seaman pushing paperwork in the front office, or the airman turning wrenches on the front lines, it's important to remember, the team at HC-5 takes pride that they are the **"Providers"** to the fleet and their shipmates. And when you're reading that letter from back home or drinking fresh milk for breakfast, they probably played a key role in your quality of life while out to sea.

Keres is a photojournalist assigned to **All Hands**

Photo by IS1(SW/AW) Keith Debrou

◀ Members of Naval Special Warfare Unit 1 conduct a freefall parachute operation with help from **HC-5**.

▼ HC-5 transports Marines into a local abandoned housing unit during a Fleet Anti-Terrorism Security Team insert training evolution.

▲ Teamwork and communication play a key role when conducting a flight operation. Whether it's training in the nearby abandoned housing area or operations in the Gulf, the **HC-5** crew and pilots must be briefed on the desires of their passengers.

▼ AME2(AW/NAC) Lance Tanner stands by with Marines in the hangar waiting for the call to board for training.

▲ With the change from the older SH-46 to the SH-60, the members of **HC-5** must be retrained in many facets of their job. Here, **ABH1(AW) Kelvin Kelly** shows the landing signal enlisted class the proper techniques to use during a pad brief after practicing vertical replenishment on the flightline.

24 Seven
On Duty On-the-Hour Every Hour

Bringing Them Home Safe

Story by JO1 April Phillips, photo by PH1(AW) Michael Pendergrass

The job of an air traffic controller is widely considered one of the most stressful lines of work in the world. In civilian control towers, the lives of pilots, crewmembers and multi-million dollar aircraft are at stake during take-offs and landings. Put that runway on top of a floating city and you've got the added pressure of a naval air traffic controller. But for some Sailors, the stress is like caffeine, keeping them operating at peak performance.

Young Sailors like **Air Traffic Controller 3rd Class Michael Chapman** of Cleveland, Ohio, who works in the Carrier Air Traffic Control Center (CATCC) aboard **USS *Harry S. Truman* (CVN 75)**, thrive in the high-tempo environment.

"It's stressful, but it keeps you sharp and on your toes," **Chapman** said. "If it wasn't stressful you'd get too laid back, which leads to complacency and that's what we have to avoid."

At the relatively young age of 24, **Chapman** knows he has a lot of responsibility. It's his job to bring pilots back on board the ship at the end of their missions. "We are their eyes and ears at night or if the weather is bad," he said. "We give them the information they need to get back safely."

Although the aircraft **Chapman** and the other controllers are guiding in cost millions of dollars, he says this isn't what motivates him to stay sharp. "It's not the money that gets to you. It's the lives. You know if you're slacking off, people can die on your watch."

The way **Chapman** keeps that from happening is by keeping the pilots informed as they approach the ship. From his station in the Final Control section of CATCC, he guides their final approach to ***Truman,*** letting them know if their elevation is too high or low, or if they are off course as they approach the flight deck.

"We get them all the way to three quarters of a mile and then the pilots 'call the ball' which means they have visual landing aids. At that point the landing safety officer takes over," he explained.

Bringing the aircrew back safe after missions is vital to the combat readiness of any aircraft carrier. **Chapman** knows the importance of his role. "When these pilots go on a mission, they need to know they're coming back safe. Once they hear our voices, they know they're safe in our hands and that they're going to make it back to the ship."

The teams of **USS *Harry S. Truman* (CVN 75)** and Carrier Air Wing 3 stand ready to do whatever is necessary in the war on terrorism. Pilots and aircrew must be able to complete their missions and return to the ship safely, no matter what the future holds. Sailors like **Chapman** and the rest of CATCC are on watch to make sure they do

Phillips is assigned to the public affairs office, USS Harry S. Truman (CVN 75)

Eye on the Fleet

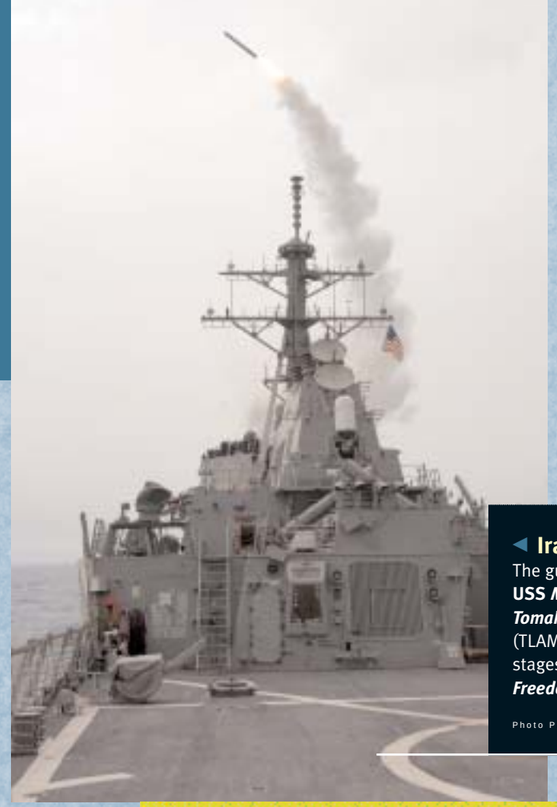
Eye on the Fleet is a monthly photo feature sponsored by the Chief of Information Navy Visual News Service. We are looking for **high impact,** quality photography from **Sailors** in the fleet to showcase the American Sailor in **action.**

◄ On a Solemn Note
MUCS Michael La Pean directs the **Pacific Fleet Band** during the Dec. 7th commemoration ceremony. Hosted by **Commander, Navy Region Hawaii**, the ceremony featured Hawaii's senior senator and Medal of Honor recipient, Sen. Daniel Inouye, as the guest speaker. The solemn commemoration marked the 61st anniversary of the Dec. 7, 1941, attack on Pearl Harbor by Japan.

Photo by PH1 William Goodwin

► *Valians* Away
Catapult Safety Observer, **ABM2 Joseph Noriega** moves out of position after launching an **F/A-18C *Hornet*** assigned to the "Valians" of **Strike Fighter Squadron (VFA) 15** from one of four steam-driven catapults on **USS *Theodore Roosevelt*'s (CVN 71)** flight deck.

Photo by AN Christine Lessard



◄ Iraqi Freedom
The guided-missile destroyer **USS *Milius* (DDG 69)** launches a ***Tomahawk*** Land Attack Missile (TLAM) toward Iraq during the initial stages of the **Operation *Iraqi Freedom***.

Photo PH1 Thomas Lynaugh

Drop'n the Hammer ▼
On board **USS *Abraham Lincoln* (CVN 72)**, **AM3 Jeremiah Graham** breaks an aircraft tire's seal from its rim with a sledge hammer in preparation for a disassembly and inspection in the ship's Tire-Wheel Shop.

Photo by PHAN Bernardo Fuler

◄ Smokin'
PH1 Michael Pendergrass goes through gas mask training at **Fort A.P. Hill**, Va. During the five-day training exercise, personnel honed their skills at combat documentation, land navigation and marksmanship.

Photo by PH1 Shane McCoy

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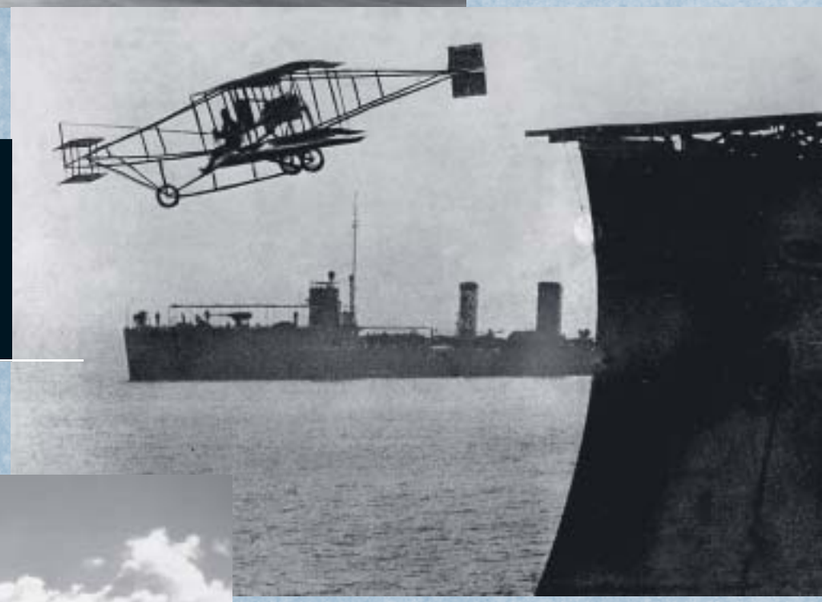
▲ 1911
A rare photograph of one of the first two aircraft in the Navy. The **Curtiss *Triad*** is shown here on an early experimental type launching cable near the Hammondsport, N.Y., factory of the late Glenn Curtiss.

◄ 1956
The blimp was part of Naval aviation for 50 years. Today, the blimp has passed, but its record of never losing a ship to an enemy submarine has never been matched. Here, four airships are hangared in Glynn County, Ga.

1910 ►
On the afternoon of Nov. 14, pioneer pilot Eugene Ely makes the first flight from the deck of **USS *Birmingham* (Scout Cruiser #2)** in a **Curtiss *Pusher*** biplane. **USS *Roe* (Destroyer #24)** is in the background acting as a plane guard.



1943 ►
AG3 J.A. McBurney attaches an aerograph, a device that takes atmosperic readings, to a plane at **U.S. Naval Station Alameda**, Calif.

◄ 1944
A massive bi-motored ***Martin Mariner* (PBM)** makes a jet-assisted take off, shooting up from the water like a rocket.

U.S. Navy Photos Courtesy of the Naval Historical Center

The Wright Stuff

Story by JO2 Charles Ludwig

From the look of things in the world now, we are currently participating in the greatest era of aviation since the Wright brothers' first powered flight in December 1903. It didn't take much research for me to figure that out. All I needed to do was take a peek at a few of the airports in my local area. Even with the hit the aviation industry has taken since the events of 9/11, millions of Americans board flights bound for destinations throughout the United States and the world.

Militarily speaking, I remember learning in history classes from high school and college about all the missions and battles that have depended on warplanes since World War II. From the Battle of Midway in 1942 on through **Operation *Iraqi Freedom*** today, naval aviation has played a key role in every major military conflict in which this country has been involved for the last 60 years.

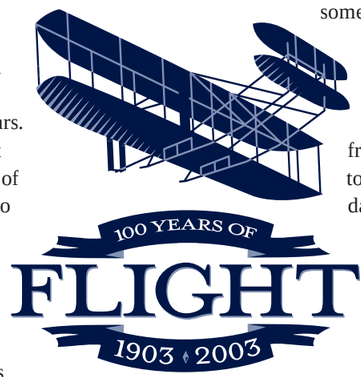
Then, I look at technology. Manned flight has certainly come a long way since the days of men jumping off cliffs with wings strapped to their arms. Just think about how far aviation has come in 100 years.

Therein lies *my* problem. I never, ever think about flight.

The big roadblock for me is my little-known fear of flying. It pretty much prevents me from thinking, even semi-intelligently, about anything involving flight. I'd be hard-pressed to tell you the first step in the process of making an airplane fly. It'd be even tougher for me to begin describing anything about the experimental glider used by Orville and Wilbur Wright in October 1902 to get the ball rolling a century ago. But I had to find out. My searching came to an end aboard **USS *Kitty Hawk* (CV 63)** with **LCDR Klas Ohman**.

That's because **Ohman** is one of the few people to have ever flown both the Wright brothers' ground-breaking glider and the state-of-the-art **F/A-18C *Hornet***, one of the main weapons in the Navy's extensive flight arsenal.

Now before you start doing the math, quit worrying. I can tell you the Navy definitely does not have a 125-year-old aviator regularly taking to the skies. **Ohman** pulled off the feat by taking on a replica of the Wright brothers' glider as part of "Return to Kitty Hawk," a commemoration of the brothers' glider flights in Kitty Hawk, N.C. For the event, **Ohman**, a graduate of The Citadel, who I assure you is only in his mid-30s, logged a total of 25 flights in the glider.



But **Ohman** didn't just jump into the glider immediately after touching down in Jockey's Ridge. To prepare for the event, he needed to adjust to the glider's technology, or, rather, the lack thereof. Instead of worrying about pushing buttons, feeling the thrust of the engines and handling a stick to get in the air, **Ohman's** flights required a nominal wind speed of 15 knots and four people running the vehicle up to a speed of five knots to take off.

That somewhat crude technology did lead to some remarkable advances in flight, however. The flight on Oct. 8, 1902, led to perfecting a system of mechanical control that is still in use on airliners today.

That first powered flight came to fruition Dec. 17, 1903, and that aircraft, which took part in experimental flights for four days, traveled for a total of 12 seconds.

As for the glider, it's longest flight in 1902 measured more than 250 feet, staying in the air for some 40 seconds, a far cry from flights today, which travel seemingly endless miles to countries all over the world.

The aviation community's celebration of the Wright brothers' feats, including the "Return to Kitty Hawk" commemoration, is still underway. With the 100th anniversary of the first powered flight quickly approaching, **Ohman** and other military and civilian pilots are looking forward to retracing more of the Wrights' historic steps. Perhaps the biggest of those plans were revealed March 18, when a replica of the Wright Flyer used in 1903 was unveiled at Washington's Reagan National Airport. The 605-pound, seven-foot-tall glider was built primarily of wood, steel and muslin and will tour the country before flying the exact path of its predecessor on Dec. 17, the 100th anniversary of the first flight.

For an aviation dummy like myself, it's a good thing the 100th anniversary isn't happening until December. I still have a few months to learn a little more, and maybe even get over that fear of flying.

Ludwig is a journalist assigned to* Navy NewsStand, *Washington, D.C.